करवाते हैं। इनमें कुछ एक मामलों में शिकायतें सही पाई जाती हैं लेकिन अधिकांश जगह पर ऐसा नहीं है और इसके बारे में एज ए मंत्री, हमारे पास इतना अधिकार नहीं है कि हम किसी को छूट दे दें या किसी को माफ करने का काम करें। लेकिन जो फ्यूचर के लिए हमने कहा है कि आप यदि चाहे तो एक सरटेन टेलीफोन नम्बर जो दिया गया है उस पर बिलिंग के बारे में पता लगा सकते हैं। उस नम्बर को डॉयल करने पर आपको अपने बिल का पता लग जाएगा। इसके अलावा हमने एक यह भी सिस्टम निकाला है कि यदि आप कहें कि हमको एक हजार, दो हजार या पांच हजार कॉल हो बाहर करनी हैं तो उसके बाद ऑटोमेटिक ही आपकी लाइन कट जाएगी, डिस-कनेक्ट हो जाएगी। ये सब कुछ मेजर्स हैं जिनको हमने अपनाने का काम किया है। अब यदि माननीय सदस्य कहते है तो फिर हम दुबारा इसकी जांच करवा लेंगे, लेकिन हम उसकी जांच ही करवा सकते हैं।

Expansion of Repair Facilities in Cochin Shipyard

*263. SHRI A. VIJAYA RAGHAVAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposal is pending before the Government for the expansion of repair facilities in Cochin Shipyard;

(b) if so, the details thereof; and

(c) the steps taken by Government to increase the facilities in Cochin Shipyard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) and (b) Yes, Sir. Cochin Shipyard Limited (CSL) have submitted a proposal to set up 5 Nos. additional berths for repairs of vessels by positioning a SHIPLIFT SYSTEM, at an estimated cost of Rs. 95.00 Crores. The project is proposed to be funded by CSL through its financial resources and commercial borrowings.

(c) For upgradation/modernization and augmentation of production facilities in Cochin Shipyard Limited, an outlay of Rs. 90.00 crores has been ear-marked for the IX Plan period.

SHRI A. VIJAYA RAGHAVAN: Sir, the Cochin Shipyard was started two decades ago, after a prolonged struggle by the people of Kerala. We had a *bandh* also in Kerala. The first *bandh* was on this issue. Now, unfortunately, the Central Government is not supporting the expansion of the Cochin Shipyard. In the reply given to us, it is said that the expansion needs Rs. 95 crores. The outlay for the entire Five-Year-Plan is only Rs. 90 crores. As far as the financial position of the Cochin Shipyard is concerned, it is not sufficient to start the

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expansion programme. Naturally, we have to try for more finances from outside agencies. In this regard, even the Kerala Government had expressed its desire to invest money for the expansion programme. May I know from the hon. Minister whether he will seek the support of the Kerala Government and other agencies for the expansion project and whether he will share the profit accordingly?

DR. DEBENDRA PRADHAN: Sir, the Cochin Shipyard is a profit earning unit. The Central Government has already allowed its expansion. The Central Government has not given the financial assistance, but allowed the Cochin Shipyard to generate its own resources. If the Kerala Government is willing, we will look into.

SHRI A. VIJAYA RAGHAVAN: Here, there is another problem. The existing facilities are being underutilised by the authorities of the Cochin Shipyard. The capacity utilisation is only 30% or so. The Problem is, even though the facilities are there, the authorities are not taking the initiative to utilise the capacity. Repair of some Naval ships and some small ships is going on. But, even though the facilities are there, it is not being utilised for repair of big ships, foreign ships, or the vessels of the ONGC and of the Shipping Corporation. The big agencies are not giving their work to the Cochin Shipyard. The authorities of the Cochin Shipyard are also not taking the initiative. I would like to know from the hon. Minister as to why this is going on, why are you not taking the initiative so that the repair work of ONGC's and Shipping Corporation's vessels take place in Cochin Shipyard, instead of it taking only small works? Unless big ships are there, the capacity can't be utilised.

The work is also getting affected. What are the initiatives which the authorities are going to take for the maximum capacity utilisation of this shipyard? Secondly, will they invite work from big institutions to this shipyard? I would also like to know the work undertaken by this shipyard in the last five years.

DR. DEBENDRA PRADHAN: Sir, this shipyard is not under-utilised. The repair work during 1998-99 is: the Shipping Corporation of India-4, the Indian Navy - 1, the Oil and Natural Gas Corporation -2, the Union Territory of Lakshadweep -3, the Cochin Port Trust - 1, the Fisheries Survey of India - 1, the Dredging Corporation of India -1, and the Tuticorin Port Trust-1. The repair work for the current year, 1999-2000 is: the Shipping Corporaiton of India -3, the Indian Navy -6, the Union Territory of Lakshadweep-9, the Coast Guard-1, the Cochin Port Trust-2, the Fisheries Survey of India-1, and the Tuticorin Port Trust - 1. The total figure of last year comes to 23. There are some constraints

and reasons for Indian ships not being repaired in the Indian shipyards. The first is the subsidy that is being extended by foreign Governments to the shipyards being run by the foreign companies. The ship owners ask for credit and also they do not feel it economical to come to the Indian shipyards. Hence, they go to the nearest ship repair unit. ...(*Interruptions*)..

SHRI A. VIJAYA RAGHAVAN: What are you doing to attract them? This is what we want to know. You have stated in your answer that they are going away. What steps have been taken from your side to attract these ships? Only the Cochin Shipyard is not facing this problem, but other shipyards in the country are also facing the same problem. It is true that the problem of the Cochin Shipyard is grave. We want an assurance. We want to know what he is going to do to attract ships to the Cochin Shipyard and other shipyards in the country.

DR. DEBENDRA PRADHAN: Sir, I have explained the difficulties as to why our ships are going to the foreign shipyards. But, at the same time, I would like to say that the Cochin Shipyard is not a loss-making unit. It is a profit-making unit. In the last five years it earned profit ...(*Interruptions*)...

SHRI A. VIJAYA RAGHAVAN: The utilisation capacity is only 30 per cent or so. ...(*Interruptions*)... What are they going to do to attract foreign vessels? ...(*Interruptions*)...

DR. DEBENDRA PRADHAN: Sir, I am giving the Profits of the last five years, in 1994-95 ...(*Interruptions*)...

SHRI KHAGEN DAS: The utilisation capacity is only to the extent of 30 per cent. ...(*Interruptions*)... We want to know whether the Government has any plan to increase it. ...(*Interruptions*)... Facilities are already there. ...(*Interruptions*)...

DR. DEBENDRA PRADHAN: Sir, for the last five years they have been making profit. In 1994-95, it was Rs. 11.16 crores; in 1995-96, it was Rs. 18.46 crores; in 1996-97, it was. Rs. 12.56 Crores ...(*Interruptions*); in 1997-98,it was Rs. 31.72 crores and in 1998-99, it was Rs. 30.76 crores ...(*Interruptions*)... So, they are making profit. ...(*Interruptions*)... In order to attract more ships, we have to consider the matter. ...(*Interruptions*)... The new ship repair facilities are under consideration. ...(*Interruptions*)... We are asking ...(*Interruptions*)...

MR. CHAIRMAN: Mr. Chitharanjan ...(*Interruptions*)...

SHRI J. CHITHARANJAN: Sir, I would like to know from the Minister how much amount the Cochin Shipyard has sought for its upgradation, modernisation and for augmentation of its production facilities. ...(*Interruptions*)...

DR. DEBENDRA PRADHAN: It was Rs. 95 crores. ...(*Interruptions*)... the outlay is Rs. 90 crores. ...(*Interruptions*)...It has been given Rs. 24.98 crores upto 1999-2000 ...(*Interruptions*)...

SHRI J. CHITHARANJAN: That is for a particular item. ...(*Interruptions*)...An amount of Rs.94 crores was sought for to set up five additional repair units. ...(*Interruptions*)...

My question is, for the overall modernisaiton, upgradation and augmentation how much amount they have sought for from the Government of India?

DR. DEBENDRA PRADHAN: We have already told the Cochin Shipyard that they should raise resources through their own methods and the Government will not give anything for the shiplift Scheme of the Cochin Shipyard. The Plan outlay has been fixed at Rs.90 crores. And they were, so far, given Rs.24.98 crores.

SHRI VAYALAR RAVI: Sir, the Cochin Shipyard was initially meant for building ships. Thereafter, you may be surprised to know, the Minsitry of Surface Transport fixed the price for shipbuilding. They were not given any support or subsidy; the Ministry never allowed the Cochin Shipyard to function on a commercial basis. So, the Cochin Shipyard went into red. Since they shifted over to the repairing business, they made a little profit. My question is this. I want to know whether the Government will facilitate more infrastructure availability there for three ships to work at a time, including shipbuilding and repair. Then only the Cochin Shipyard can flourish into a profitable industry. Give them freedom. Cut it out from your control. Will the Minister look into this aspect of facilitating more infrastructure for three ships to work at a time as well as ship building? At a time, three orders must be there. Shipbuilding should be there and also make repairs a part of it. Will the Minister look into this scheme and implement it?

DR. DEBENDRA PRADHAN: We are looking into it.

Renovation and Beautification of the Red Fort

*264. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of CULTURE be pleased to state:

(a) the plan drawn up recently for renovation and beautification of the Red Fort in Delhi;

(b) whether entry fee to the Fort is also proposed to be increased; and

(c) if so, the detials thereof?